

Message Text

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70

ACTION ARA-20

INFO OCT-01 ISO-00 CIAE-00 DODE-00 PM-07 H-03 INR-10 L-03

NSAE-00 NSC-07 PA-04 RSC-01 PRS-01 SP-03 SS-20

USIA-15 CAB-09 COME-00 DOTE-00 EB-11 FAA-00 TRSE-00

SCCT-02 SY-04 USSS-00 DRC-01 /122 W

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P R 042226Z JUN 74

FM AMEMBASSY PORT AU PRINCE

TO SECSTATE WASHDC PRIORITY 8047

INFO AMEMBASSY SANTO DOMINGO

LIMITED OFFICIAL USE PORT AU PRINCE 1031

SANTO DOMINGO FOR RSO

E.O. 11652: N/A

TAGS: PINS, HA

SUBJECT: JUNE 1 EXPLOSION AT PORT AU PRINCE AIRPORT: STATUS OF
INVESTIGATION

REF: P-AU-P 1007

1. ADMINISTRATIVE OFFICER AND REGIONAL SECURITY OFFICER MET
JUNE 4 WITH PAN AMERICAN REPRESENTATIVE MCINTOSH, PAN AM
SECURITY OFFICER KUJATH, EASTERN AIRLINES REPRESENTATIVE
GAILLARD, EASTERN AIRLINES SECURITY OFFICER SHIELDS, AND
REPRESENTATIVES OF AIR FRANCE AND HAITIAN AIRLINES. THEY
LEARNED FOLLOWING ABOUT CURRENT STATUS OF INVESTIGATION:

2. A HEAVY-SET, LIGHT COLORED MALE ABOUT 6 FT. TALL AND
45 YEARS OLD, WHO IDENTIFIED HIMSELF WITH A VALID FLORIDA
DRIVERS LICENSE AS CLARENCE AIKENS, DEPOSITED THE TRUNK
THAT BLEW UP WITH AIR FRANCE IN MIAMI AT ABOUT 1450 HOURS
SATURDAY, JUNE 1. HIS PHYSICAL DESCRIPTION CORRESPONDS WITH
THAT OF THE MAN WHO LEFT PACKAGES INVOLVED IN THE EARLIER
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EXPLOSION WITH PAN AMERICAN IN MIAMI. HE PURCHASED A TICKET

ON AIR FRANCE FLIGHT 351 TO PORT AU PRINCE BUT INDICATED HE MIGHT HIMSELF FOLLOW ON A LATER FLIGHT.

3. AIR FRANCE 351 ARRIVED PORT AU PRINCE ABOUT 1645 HOURS JUNE 1. ALL BAGGAGE WAS CLAIMED BY PASSENGERS EXCEPT THIS ONE PIECE, A LARGE TWO-HANDLED TRUNK COVERED WITH SORT OF GREY-GREEN PLASTIC. CUSTOMS OFFICER ORDERED IT REMOVED FROM BAGGAGE AREA. THROUGH SOME CONFUSION PORTERS STARTED TO PUT IT BACK ON BOARD AIR FRANCE FLIGHT BUT DID NOT SUCCEED DOING SO. THEY THEN PLACED IT IN UNCLAIMED BAGGAGE ROOM. AIR FRANCE PLANE TOOK OFF AT 1720 HOURS AND TRUNK BLEW UP IN THE BAGGAGE ROOM AT 1740 HOURS.

4. A CLOCK WAS IN FACT FOUND IN THE WRECKAGE BUT THERE IS NO INDICATION THAT IT WAS PART OF A TIMING MECHANISM. FRAGMENTS OF WRECKAGE AND THE AIR FRANCE BAGGAGE TAG ARE IN THE HANDS OF THE INVESTIGATORS.

5. AIR FRANCE, PAN AMERICAN, AND EASTERN AIRLINES IN MIAMI HAVE NOW IMPOSED CONTROLS REQUIRING EACH BOARDING PASSENGER PERSONALLY TO IDENTIFY HIS BAGGAGE JUST BEFORE BOARDING PLANE. NO BAGGAGE NOT IDENTIFIED BY BOARDING PASSENGER WILL BE LOADED.

6. INVESTIGATORS NOTED DISTURBING ASPECT OF THIS SECOND EXPLOSION IS THAT TRUNK WHICH BLEW UP WAS NOT IDENTIFIED TO ANY SPECIFIC ADDRESSEE IDENTIFIABLE AS INTENDED TARGET. BEING UNADDRESSED, IT WAS OBVIOUSLY INTENDED TO GO OFF EITHER IN THE AIRCRAFT OR ON THE GROUND AS A SORT OF BLIND ACT OF TERRORISM.

7. EASTERN AIRLINES AND PAN AMERICAN SECURITY OFFICERS SEEMED CONCERNED ABOUT THE LACK OF ANY RESPONSE FROM FEDERAL AGENCIES REGARDING THE DEBRIS SAMPLES FROM THE EARLIER EXPLOSION WHICH THEY SUBMITTED FOR ANALYSIS.

8. ACTION REQUESTED: THAT DEPARTMENT CONTACT APPROPRIATE FEDERAL AGENCIES, PRESUMABLY ALCOHOL, TOBACCO, FIREARMS UNIT OF TREASURY DEPARTMENT TO SEE IF SOME REPORT ON DEBRIS FROM EARLIER EXPLOSION CAN BE COMMUNICATED TO LIMITED OFFICIAL USE

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AIRLINE INVESTIGATORS.
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Message Attributes

Automatic Decaptioning: X
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Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
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30 JUN 2005

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